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With which is incorporated the
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No. 16,346. 第六十四百三千大萬一第一日十月初月八二號 HONGKONG, TUESDAY, SEPTEMBER 18TH, 1910. 二三月 三十九年十一百九十一英年 PRICE \$3 PER MONTH.

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[1472]

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Hongkong, 1st April, 1909. [476]

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[910]

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TONIGHT AT 9 o'clock,
THE GREAT GERMAN STUDENT PLAY

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As played with enormous success for over two years at the St. James' Theatre, London.

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[933]

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Hongkong, 12th September, 1910. [1043]

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THE ANNUAL AQUATIC SPORTS

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FRANK LAMMERT,

Hon. Secretary.

Hongkong, 12th September, 1910. [1044]

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For the Board of Directors,

T. F. HOUGH,
Chairman.

Hongkong General Purposes Committee.

Hongkong, 1st September, 1910. [1009]

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WM. FARMER
Proprietor

[1004]

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BIRTH.
On September 3rd, at Shanghai, to the wife
of WILBUR T. GRACEY, American Consul,
Nanking, a son (Wilbur Yale).

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1910.

The electoral contest in United South Africa, which is to be decided by the ballot on Thursday, is being very strenuously fought, mainly on the educational question, but it is of special interest to readers in the Far East to notice that the Chinese labour question figures very prominently in the election speeches. Ministers, a telegraphic report says, are making much capital of their action in abolishing Chinese labour, claiming that their administration in the various States has coincided with a steady revival of prosperity. A warm controversy on the subject seems to have been in progress at Pretoria, where General BORNA and Sir Percy FITZPATRICK are the rival candidates. The Cape Times, in a leader on the subject, maintains that it is impossible to deny that the experiment of indentured Chinese labour in the mines was invaluable in helping to tide over a period of transition, and the paper claims that the present prosperous situation is the result of the astute reaping of all the advantages of Chinese labour, while professing to object to it. "It is folly," the writer says, "to imagine that the present adequacy of labour in the mines affords sufficiency for the requirements of the rest of South Africa. Disillusionment is imminent, and the irony of the situation

to-day lies in the possibility of a Nationalist Ministry being confronted with the Chinese Problem of 1903, when the former non-committal, tongue-tied policy will be non-availing." On the other hand, General BORNA in a recent speech at Pretoria declared that while the Government was anxious to settle a great white population in the country, it would be economically dangerous to bring in thousands of immigrants while there are thousands of indigent people in South Africa already. It is impossible for the outsider to decide between these conflicting statements by people who ought to know. While one is suggesting that the present supply of labour is in adequate, the other is talking of the "thousands of indigent persons" already in South Africa, thus conveying the impression that the supply of labour is greatly in excess of the demand. Whatever the exact truth of the matter may be, we can be quite sure of this, that so far as the question of Asiatic immigration into South Africa is concerned the voting of the white population will be overwhelmingly against it, as is the case in every other colony.

The question of immigration is, however, but a single plank in a rather wide platform. As stated at the outset, the fight turns largely on the education question in the Orange Free State, which really involves the question of racial ascendancy. The main facts are tersely summarised by the Times as follows:—"Up to the beginning of 1908 the system which had prevailed since the war throughout the Orange River Colony was the same as that established in the Transvaal by Lord MILNER and loyally worked out by Mr. SMUTS. Every child's education at the outset was begun in its own mother-tongue; and if this was Dutch and not English, the latter was gradually substituted in the higher standards. Thus any Dutch child who had spent four or five years at school passed out with a good knowledge of English, having of course retained its own tongue as well. But this did not suit the more strident Nationalists, who grew afraid that Dutch would tend to disappear; and in 1908 GENERAL HERTZOG, a member of the new Ministry, introduced a new law. Its principle, under the specious name of 'equal rights,' was that Dutch and English were to be taught throughout the whole school-course; that instruction was to be conveyed in both languages; and also that every teacher was to be equally familiar with both." We are told that the new system has proved to be unworkable, and unpopular with many of the Dutch themselves, "who, like the Welsh, quite understand the money value of a knowledge of English." Ministers have sought to minimise the importance of this question by representing it as one of purely local interest, but this is simply to ignore the patent fact which the Unionists have been insistently pointing out, that the question of language is practically a question of race. Neither General HERTZOG nor his fellow Ministers can seriously contend that the present educational policy in the Orange State does not engender and accentuate racial differences and animosities, and so far as Thursday's election turns upon this question it is seen to be one of considerable significance to the future of the country.

An interport rowing contest is being arranged at Shanghai.

The only case of communicable disease notified in Hongkong last week was a British case of scarlet fever.

At the Magistracy yesterday Mr. E. R. HORN sent four Chinese who stowed away on the steamer *Lai-Sang* each to one month's imprisonment.

The Peak cars did not resume running till two o'clock yesterday afternoon, so that the residents had either to walk down to their offices or ride in chairs.

A cargo boatman, who was found carrying on his calling without a licence, was fined \$5 by Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday.

We have to apologise to a large number of subscribers for the late delivery of the paper yesterday owing to an accident in the machine room as the paper was going to press.

If I.J.M.'s cruiser *Suma* left Hongkong yesterday afternoon for Swatow, where she will make a stay of four or five days, and then return to Formosa, going to Shanghai later.

A native who was convicted of stealing a bundle of clothing from a passenger on the s.s. *Kiong Tung* was at the Magistracy yesterday sentenced to three months' imprisonment with hard labour and six hours' stocks.

In any case the decided effort being made by the Shanghai-Nanking Railway officials to grapple with problems that will better the trade and public service deserves the sympathetic interest of all their constituents.

The express trains now running daily, which keep time to the minute, and are provided with excellent rolling-stock, are very hard to beat.

They are equal to, if not better than, the best service in the East.—N.C. Daily News.

Mr. Henry Blyth, of Great Yarmouth, formerly chairman of the Board of Guardians, and the donor of two hospitals in China, left estate valued at £17,634.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 27th August, amounted to 23,026.56 tons and the sales during the period to 15,261.84 tons.

Shanghai papers announce the death at Yokohama of Monsieur E. Bagge, Consul-General for Sweden in Shanghai. Mr. Bagge had not been in good health this summer, but no anxiety had been felt about his condition and it was hoped that a change would completely restore him. He left for Japan last month, but would seem to have been too run down to derive any benefit from the change.

THE SIBERIAN MAIL.

There was general complaint in the Colony yesterday at the late delivery of the Siberian Mail, which arrived by the *Chefoo* on Sunday night and was not delivered in the principal business quarter of the city by yesterday noon. We learn that the mail did not reach the Post Office until twelve hours after the ship arrived in port.

They do these things better at Shanghai. The following paragraph appears in the N.C. Daily News of Wednesday last:—"The mail from London via Siberia and Tairen ex S.M.R.S. *Kokura Maru*, was received at the British Post Office at 1.35 p.m. and delivery began at 2.27 p.m.—that is well under an hour."

It is bad enough to have to wait until Monday for a mail which ought invariably to reach Hongkong by Saturday morning, but the limit of patience is reached when a mail arriving on Sunday night is not delivered by noon on Monday. The mail delivered yesterday afternoon reached Shanghai last Tuesday morning. With steamers leaving Shanghai daily for Hongkong we ought to be able to count on the mail reaching Hongkong on Friday, or Saturday at the latest.

WARRIOR MAJOR COMEDY COMPANY.

At the Theatre Royal last night the Warwick Major Comedy Co. staged Mr. Brandon Thomas' ever-popular farcical comedy "Charlie's Aunt." The piece went with a delightful swing, and the loud and frequent laughter of the well-filled house was ample testimony of the ability of the performers and the appreciation of the audience. Miss Minnie Rayner filled the title rôle with great success, and Mr. Reginald Rivington, as Sir Francis Chesney, baronet, was very much at home in his part. Mr. Robert Stephenson made a gay old solicitor, while Miss Nina Osborne, Miss Maud Stewart, Drewry and Miss Lillian Lloyd acted their parts well. The colleagues, who caused no end of laughter, were Messrs. G. F. Story, Ronald Garland and Kenneth Brampton, while as Brasset, the college scout, Mr. Jess Sweet contributed considerably to the amusement of the evening.

"With regard to the question of raising funds, every chest of opium imported has only to pay a duty of 110 taels including likin tax. Though the sum be doubled, the amount collected would still be smaller than the tax imposed on prepared opium. Furthermore, if the proposal to increase the import duties be accepted and a new treaty made, the duty cannot afterwards be increased, whereas a tax on prepared opium can be gradually increased. Therefore it would be a great obstacle to the anti-opium movement for opium smokers would hesitate to abandon the habit. The best plan to stop opium-smoking is to increase the tax on opium.

After this the scene was changed and the Company appeared in acts three and four of "You never can tell," the comedy which was cut short on Friday night when the lights failed. It was an exceedingly interesting play, and adequate justice was done to it by Mr. Major's Combination. Needless to say, the curtain fell amid enthuastic applause.

THE SHANGHAI-NANKING RAILWAY.

At this present moment there are being erected in the railway workshops two out of the four largest diameter driving wheel engines in China. Being provided with a permanent way and running equipment capable of satisfying all the requirements of the highest speed that the 4ft. 8½ in. gauge can need, the administration has set about to solve the problem of importing a class of locomotive that will haul the extraordinarily large passenger traffic fast and economically. The volume of the passenger traffic can justly be judged from the fact that the rates, facilities and conveniences provided have brought on to this line, 200 miles long, 80,000 more passengers in the year than travel over the Northern Railways of China, 600 miles long.

Mr. Pope, the general manager, with a wide experience of Eastern passenger traffic, has always been of opinion that the best means of serving the conditions of the territory through which the Shanghai-Nanking Railway runs would be to run frequent and fast trains with fairly light loads, rather than few and heavy trains that do not fit the hours of travel, and, following the lead of the Midland, the Great Eastern, and Great Northern Railways he has pressed upon the managing director and the Chinese Government the adoption of the 7-ft. diameter single driver locomotive, of which four have been ordered.

The strong advocates of the coupled driving wheel engines have always held out the want of adhesive power on the rails for starting purposes of the single driver, as the Shanghai-Nanking Railway is a flat line, and, following the lead of the Midland, the Great Eastern, and Great Northern Railways he has pressed upon the managing director and the Chinese Government the adoption of the 7-ft. diameter single driver locomotive, of which four have been ordered.

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The engines have given unequalled success at Home on railways confronted with just such problems as the Shanghai-Nanking Railway, and the experiment on this line in China will be watched with great interest. The engines will undergo their trials very shortly, and judging by their appearance and finish they should answer all that is expected of them. At any rate the decrease of nearly one hour in the running time between Shanghai and Nanking promised in their case will alone be a boon which this part of the country will accept with gratitude.

In any case the decided effort being made by the Shanghai-Nanking Railway officials to grapple with problems that will better the trade and public service deserves the sympathetic interest of all their constituents.

The express trains now running daily, which keep time to the minute, and are provided with excellent rolling-stock, are very hard to beat. They are equal to, if not better than, the best service in the East.—N.C. Daily News.

THE INCREASED TAXATION OF OPIUM.

THE ATTITUDE OF THE CANTON VICE-ROY.

We understand that with a view to reaching a settlement of the questions raised by the action of the Canton Government in placing a prohibitive tax on prepared opium, and in this way practically putting a sudden end to the import trade in raw opium, and so threatening the importing firms with very heavy loss, the British Chargé d'Affaires at Peking has suggested a compromise on the basis of an increased Customs' tax with definite guarantees that there will be no further taxation of the drug in its raw or prepared state.

Following is a translation of a telegram on the question which has been sent to the Wai-wa-pu by the Canton Vice-roy:

"With reference to the license fee on prepared opium, on every cwt of prepared opium 30 cents are to be collected for the first term of three months. In every chest of raw opium there are 40 balls, each weighing 48 taels. Assuming that only half of this weight can be secured when turning it into prepared opium—i.e. 24 taels of prepared opium are to be got from every ball of raw opium—over \$230 dollars can thereby be obtained on every chest of raw opium. Over 18,500 chests of raw opium were imported last year. On this basis a sum of more than \$4,400,000 would be obtained; the intention being to gradually increase the tax in each successive term. The same

amount of money can therefore be reckoned on, though the number of opium-smokers will gradually diminish. This revenue cannot however, be permanently relied upon, but the amount will be by no means small for the first three years.

"Moreover, if the price of prepared opium is not to be increased, the people will not abandon the opium habit. The suggestion of the foreigners that the ordinary duties on opium be increased is a different matter altogether. If the question of increasing the ordinary duties concerns the whole empire, the province of Kwangtung is of course included; but if the ordinary duty is only increased in lieu of the prepared opium tax imposed in the Province of Kwangtung, they (the foreigners) will say that a heavy additional import duty has been imposed. This is only a question of raising revenue; it has nothing to do with the Anti-Opium question.

"With regard to the question of raising funds, every chest of opium imported has only to pay a duty of 110 taels including likin tax. Though the sum be doubled, the amount collected would still be smaller than the tax imposed on prepared opium. Furthermore, if the proposal to increase the import duties be accepted and a new treaty made, the duty cannot afterwards be increased, whereas a tax on prepared opium can be gradually increased. Therefore it would be a great obstacle to the anti-opium movement for opium smokers would hesitate to abandon the habit. The best plan to stop opium-smoking is to increase the tax on opium.

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Commenting on a leading article which recently appeared in the Hongkong Daily Press on the subject of a compulsory registration of Chinese partnerships, in the course of which we summarised the reasons on which the Committee of Inquiry in 1900 based its adverse decision, the Bangkok Times remarks:—

"There is nothing in these reasons that need make the Siamese Government hesitate in carrying out the proposal to provide for the voluntary registration of unlimited partnerships, a proposal which is now under consideration. Nor do these reasons afford any good ground for declaring compulsory registration impracticable. The object of registration is to prevent fraud in the obtaining of credit, and one fails to see why anyone but the firm itself need worry about the completeness or the correctness of the registered list of partners. It is on the strength of that list that the firm would try to obtain credit; the registered partners would be alone responsible; and they could not be registered without knowing their responsibility." The present want of system provides a loophole for fraud if a firm gets into difficulties, and whatever may be done elsewhere it is to be hoped this country will carry out the contemplated scheme of optional registration short as it comes of what is wanted to give the desired commercial security.

A man named J. McMillan, who was recently convicted at the British Court, Shanghai, for grafting on a passenger arriving in Bangkok by the *Nuen Tung*. One of his trunks, a large one, had a false bottom holding 512 bottles of morphine. He was arrested and handed over to the proper authorities.

In any case the decided effort being made by the Shanghai-Nanking Railway officials to grapple with problems that will better the trade and public service deserves the sympathetic interest of all their constituents.

The express trains now running daily, which keep time to the minute, and are provided with excellent rolling-stock, are very hard to beat. They are equal to, if not better than, the best service in the East.—N.C. Daily News.

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[BRITISH SERVICE TO THE "HONGKONG DAILY PRESS."]

FRANCE AND GERMANY.

THE DISTRIBUTION OF FRENCH NAVAL FORCES.

LONDON, September 12th.

A Paris telegram reports that M. Lanessan, ex-Minister of Marine, has published an article protesting against a suggested redistribution of the French Naval forces, contending that, in view of German preparations, it is in the North and not in the Mediterranean that the most powerful fleets should be concentrated. M. Lanessan adds that such a policy is moreover dictated by the understanding with Great Britain.

GERMAN ARMY MANOEUVRES.

"UNIQUE EFFICIENCY."

LONDON, September 12th.

The German Army Manoeuvres are concluded.

All observers praise the stamina and training of the men who were working in arduous country with unique efficiency.

JAPANESE MAYORS VISITING EUROPE.

LONDON, September 12th.

The Mayors of Tokyo and Osaka have arrived in Berlin.

AUSTRIA AND GREAT BRITAIN.

LONDON, September 12th.

The Emperor Francis Joseph of Austria-Hungary received Lord Rosebery's Mission announcing the accession of King George V. with the utmost cordiality.

SHIPPING NOTES.

In view of the opening of the Panama Canal in 1915, the Nippon Yusen Kaiha is considering the opening of a line between Yokohama and New York, via Panama. Investigations on the subject are now in progress.

The sister ship of the *Tenyu-maru* and *Chiyodamaru*, now being built at the Mita Bihi Yard, Nagasaki, for the Toyo Kisen Kaiha, is to be named the *Shinjyu-maru*. She is expected to be completed in July next. Her displacement will be 21,600 tons.

The Japanese Railway Bureau, in anticipation of the traffic on the Antung-Mukden Railway when open, contemplates building two vessels each of about 3,000 tons to run between Shimonoseki and Fusan. According to the designs each ship will accommodate 40 first class and 450 second class passengers and be of 15 knots. At present the service between Shimonoseki and Fusan has occupied 11 hours. This will be reduced to 9 or 10 hours by the new ships. The cost is estimated at about Yen 1,000,000.

The N.Y.K.'s Australian liner *Yauaku-a-maru*, Captain Sakine, encountered a typhoon in the Formosan Channel on her last voyage up to Japan from Hongkong. For several hours, says the *Nagasaki Press*, the vessel was practically adrift. Two boats and some of the deck fittings were swept away and all the boats were more or less damaged. The water entered the engine-room, but no damage was done to the vessel's hull and the cargo was very little affected. Fortunately there were no casualties, although the conditions were such that there was imminent danger of serious injury to the officers and crew of the liner and of their being washed overboard by the heavy waves which swept the vessel. Captain Sakine has never before encountered such a terrible storm. The barometer fell to below 28 and the lowest pressure registered was 706 mill., an abnormally low figure. The vessel carried 14 first-class passengers. All are laid in their prates of the behaviour of the officers and men of the steamer. On arrival at Nagasaki a testimonial was presented to Captain Sakine by the cabin passengers.

A Chinese steamer named *Kiang Ping*, owned by Messrs. Tang Kee & Co., of Shanghai, also encountered a typhoon on the voyage from Japan with a full cargo of coal. Being very deep in the water the heavy seas washed over her and all moveable gear was swept away and several of the crew had narrow escapes of being washed overboard. The weather continued to grow worse, and one tremendous sea that came aboard broke the funnel-guys and the funnel itself was torn from its fastenings and carried over the side.

Opinion grows, says the London *Daily Telegraph* of the 18th ult., that the trouble which overhangs the shipbuilding industry is likely to be avoided. The conference at Carlisle did not, it is true, result in a settlement, but it is understood that a desire for peace animates both sides. If so, some way out of the present situation should not be impossible. It is to be remembered that the position is very different from that which obtains in Germany. There, the demands made by the shipyard hands have been refused point-blank by the ship-builders. There has been no discussion, and no effort at compromise. Local strikes have been followed by a general lockout, on the ground that it is better to fight the man as a whole, rather than in sections, seeing that one section would be likely to support the rest, and individual victories might be dangerous. Over here the position of the employers is that some advance in wages may be necessary. The dispute is mainly as to its extent and as to the date at which it shall be granted.

Apart from naval work, the German shipyards are at the present time largely occupied in the production of liners of considerable tonnage. The biggest of the vessels to suffer delay will be the 45,000-ton turbine steamer which is being built at the Hamburg yard of the Vulcan Company, of Stettin, for the Hamburg-American Line. Not less interesting is the 9,000-ton motor liner, which Messrs. Blohm & Voss have in hand for the same owners. Most of the big German steamship companies have liners on the stocks. Some of them say that the orders were given out because prices were cheap, rather than because there was immediate need of new ships. Be that as it may, it means dislocation of plans, in their case, as in that of the steel trade. The defeat of the men is said to be in prospect, but the lockout means, all the same, all-round mischief.

The statistical summary of vessels totally lost, broken up or condemned, just published by Lloyd's Register, shows that during 1909 the gross reduction in the effective mercantile marine of the world amounted to 266 vessels of 939,322 tons, excluding all vessels of less than 100 tons. Of this total, 333 vessels of 645,670 tons were steamers and 483 of 293,562 tons were sailing vessels. The figures exceed those for 1908 by 129,940 tons—steam 79,183 tons and sail 50,757 tons. The excess is due not to actual casualties, the figures for which show a diminution of 31,471 tons, but entirely to the number of vessels which have been broken up and dismantled. The amount of tonnage so dealt with during 1909 exceeds by far the figures reported in the society's wreck returns for any year, being 121,383 tons more than the total for 1907, which was the highest previously recorded. The tonnage of United Kingdom vessels broken up and dismantled during 1907 is also greater than the highest figures so far recorded, and amounts to nearly 47 per cent. of the total number of such cases.

THE WRECK OF H.M.S. "BEDFORD."

The following is from the *Nagasaki Press* of September 3:

The officers and men of the British cruiser *Minotaur*, which arrived here on Thursday, were less fortunate than those of the *Kent* and *Monmouth*, inasmuch as they were continuously employed at the work of salvaging the guns and fittings of the *Bedford* from practically the day the accident happened, August 21, until Wednesday, the 31st, when they left for this port, the vessel's departure from the scene of the wreck being somewhat accelerated by the threatening approach of bad weather.

We understand that the *Bedford* was dismasted to her main deck by the Squadron's officers and men before being handed over to the Mita Bihi Company for salvage. All the armament was taken off the vessel, two of the six-inch guns being brought here lashed to the deck of the *Minotaur*. The China Steam Navigation Company's str. *Yanpan* received the greater portion of the fittings, etc., salvaged, and will take them to Hongkong. She arrived here yesterday and will take guns and other material from the cruisers here.

The court-martial of Captain Pitt-Rivers and other responsible officers of the *Bedford* for the loss of the cruiser will probably take place in England, there not being a sufficient number of senior officers on this station to form a court.

The Japanese cruiser *Izumi* arrived here yesterday afternoon from Quelpart, where she had been assisting in the salvage operations, with a lighter in tow.

The British cruiser *Monmouth* also arrived here with a lighter in tow.

The following is from the *Nagasaki Press* of September 6th:

When the accident occurred, Admiral Sir Alfred Winslow directed that the personal effects of the officers and men should first be taken out of the *Bedford*, a proceeding that occupied practically the whole of that day. Being near the end of the vessel's commission, the men had collected many curios and other articles to take home; those with spare clothing, equipment, and in some instances money, were stored below the mess-deck, and it was impossible to recover them, so that many of the men had suffered considerable loss.

From the 22nd to 31st ultimo inclusive, large working parties were sent on board the wreck daily. All the guns were taken out of the vessel, the upper masts were unshipped, and everything removable—including wireless apparatus, searchlights, and deck gear—was taken from the ship and transferred to the other British cruisers or to lighters. This entailed much hard work, as some of the articles removed were very heavy, and was exclusively performed by the British seamen. The Commander-in-Chief was so pleased with the men's work that he ordered the "main brace to be spliced" daily during the operations. Doubtless the men who took up their rations of rum were pleased with the extra issue and those who did not were glad to have the Admiral's commendation.

Judgment was delivered on the motion for a writ of *habeas corpus* to issue to Mr. F. G. Bradley, Superintendent of Victoria Gaol, directing him to show cause why he should not bring up the body of Lo Tsun Man to be discharged from custody.

Mr. M. W. Slade, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist), made the application, which was opposed by the Attorney-General (Hon. Mr. W. Rees Davies, K.C.), who was instructed by Mr. H. L. Dennis (Acting Crown Solicitor).

The Chief Justice said the grounds on which Lo Tsun Man's release was sought were that he had had no opportunity of defending himself before the tribunal which had not been able to hear the Admiral's commandment. On the 23rd a general order was issued for every available man to be sent on board the wreck during the three next days, as it was intended to transfer the salvage operations to the Mita Bihi Company on the evening of the 31st and the Admiral wished to strip the *Bedford* as bare as possible before turning her over to the Japanese. We understand that the men worked with such will that the salvage company will be able to take very little out of the wreck without the use of pumps and special salvage gear. It may be mentioned here that no machinery was available for the use of the British seamen in their salvage work, and everything was lifted out by man-handulal.

Meanwhile, the cruiser *Izumi* and the other Japanese Government vessels stood by and rendered what assistance they could by towing lighters, and Japanese divers made an examination of the wreck. An Austro-Hungarian Colony also visited the scene, but did not remain long.

On Wednesday the British cruisers left for Nagasaki and are remaining here in order to give the men a rest after ten days' heavy work.

CHINESE LIBELS.

ALLEGATION AGAINST THE BRITISH GOVERNMENT AT WEIHAIWEI.

At the Mixed Court, Shanghai, on the 7th inst., before Mr. Pao (Magistrate) and the British Assessor (Mr. C. F. Garstin), Tsang Foo-sun, described as the chief editor and the sub-editor, respectively, of the *National Herald*, were charged on remand with having on May 26, 1910, unlawfully, wickedly and maliciously written and published in a certain Chinese newspaper published at Shanghai, called the *Shen Chou Pa*, a false, scandalous, malicious and defamatory libel against His Britannic Majesty's Government against His Britannic Majesty's Government at Weihaiwei, intituting "The distressful fortune of the Po Hai Jih Pao."

Yin Chi-sun, Zan Shun-sun the manager and editor, respectively, of the *Tien To Pao*, had a similar charge preferred against them in respect of articles intituled, "Illegal conduct of British Authorities," and "Note on the harsh treatment of Chinese by the British Authorities at Weihaiwei."

At a sitting of the Court on July 29, the Assessor stated that the Court was satisfied that a letter of apology, to be drafted by the Crown Advocate, was to be given to the accused in their newspapers. Further, than that, the Assessor and the Magistrate could not agree, but judgment would be delivered later.

Yesterday the Assessor stated that the judgment of the Court was that each of the newspapers pay a fine of \$100 and that they insert the apology drawn up by the Court in their issues for four consecutive days.

The apology defendants were ordered to publish as follows:

The full report of the correction in regard to the opium prohibition by the British authorities at Weihaiwei and apology.

On the 22nd of the 3rd moon and the 1st of the 4th moon we twice published statements under the heading "Unreasonable British Interference," and "Account of British Intercourse of Chinese in Weihaiwei." We have found that the above statements are untrue and libellous on the British officials in Weihaiwei and were absolutely groundless. For having placed faith unduly on rumours and rashly inserted such vicious, insulting and foul statements, we cannot escape blame and feel extremely sorry. We now cancel the above untrue libels the fullest measure and beg that H. E. (Sir James) Lockhart, Commissioner in Weihaiwei, will excuse us.

There are three subscription lists open in the East for the relief of the dependents of the men who lost their lives in the wreck of H.M.S. *Bedford*. The *Japan Gazette* (Yokohama) has one, the *Japan Chronicle* (Kobe) has another, and the Hon. Secretary of the Navy League at Shanghai has one. The latest papers from the North China have combined subscriptions so far to be about \$1,000.

SUPREME COURT.

MONDAY, SEPTEMBER 12TH.

IN APPELLATE JURISDICTION.

(BEFORE THE FULL COURT.)

MITCHELL v. LEMLI.

Their Lordships delivered judgment on a question concerning costs raised in this action. The Chief Justice said the Court had been considering very carefully the question about the undertaking of solicitors to refund costs. There was no doubt it had been the usual practice, but now that the practice had been directly challenged their Lordships were obliged to consider whether it was a sound one. There was no answer that his Lordship could see, although they had looked very hard for, to the argument made by Mr. Slade that if costs were paid, whatever the undertaking might be, that was part of the execution of the judgment; and if part of the execution of the judgment, taken in any form whatever, there must be a corresponding security by the respondent to pay all costs and to abide by all the orders of the Privy Council, and that was not satisfied by the solicitors' undertaking, because that undertaking was limited to the amount. His Lordship remembered that in a case some time ago he said he thought the arrangement was made between solicitors for professional reasons and based on a sort of professional give and take. But on the face of the arguments and on the Privy Council rules the Court could not support the practice, therefore the practice must go. There was no doubt that the Privy Council rules were very precise, therefore an undertaking would not be given.

The Puisne Judge concurred.

HABEAS CORPUS APPLICATION.

Judgment was delivered on the motion for a writ of *habeas corpus* to issue to Mr. F. G. Bradley, Superintendent of Victoria Gaol, directing him to show cause why he should not bring up the body of Lo Tsun Man to be discharged from custody.

Mr. M. W. Slade, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist), made the application, which was opposed by the Attorney-General (Hon. Mr. W. Rees Davies, K.C.), who was instructed by Mr. H. L. Dennis (Acting Crown Solicitor).

The Chief Justice said the grounds on which

Lo Tsun Man's release was sought were that he had had no opportunity of defending himself before the tribunal which had not been able to hear the Admiral's commandment. On the 23rd a general order was issued for every available man to be sent on board the wreck during the three next days, as it was intended to transfer the salvage operations to the Mita Bihi Company on the evening of the 31st and the Admiral wished to strip the *Bedford* as bare as possible before turning her over to the Japanese. We understand that the men worked with such will that the salvage company will be able to take very little out of the wreck without the use of pumps and special salvage gear. It may be mentioned here that no machinery was available for the use of the British seamen in their salvage work, and everything was lifted out by man-handulal.

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On Wednesday the British cruisers left for Nagasaki and are remaining here in order to give the men a rest after ten days' heavy work.

ALLEGED FUGITIVE DEBTOR FROM SHANGAI.

The Chief Justice delivered a written judgment on the appeal in the action in which Sun Ming Shan (appellant) sued J. T. E. Moran, of Shanghai (respondent), to recover \$5,174.63 for money advanced. The appeal was against the action of Mr. Justice Hazelton in varying an order made by him on the 19th August in which he ordered the defendant to give half in the sum of \$5,300 to the satisfaction of the Registrar for his appearance at any time when called upon while this action was pending, and until the execution of any judgment that may be given against him and in default of his doing so the defendant was to be sent to prison until the decision or if judgment was given against him, until the execution of the judgment, or until the further order of the Court, on the ground that Mr. Justice Hazelton had no jurisdiction to vary the first order he made.

The Chief Justice said that in his opinion, having regard to the wording of the section of the Ordinance which dealt with the powers of the Governor-in-Council, and went on to point out that the grounds upon which the order was made were that the person was associated with an unlawful society and had been taking part in bringing men into the Colony by fraud or false promises for the purpose of emigration, and was in the opinion of the Governor-in-Council dangerous to the peace and good order of the Colony. The order in every respect complied with the express provisions of the Act, and arrest in such circumstances was declared to be lawful arrest.

The Chief Justice—from the view we take of this Ordinance it is not possible to allow costs against the Crown in the other two cases, quite apart from the principle laid down by the Full Court in a previous case.

APPEAL FROM DECISION OF CHIEF JUSTICE.

The hearing of the appeal by Ng Tek Tong against the decision of the Chief Justice in the action he brought against Wong Cheung Chiu was resumed.

Mr. M. W. Slade, instructed by Mr. C. E. H. Pott (of Messrs. Bruton & Pott), appeared for the plaintiff, and defendants were represented by Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist).

His Lordship stated that the plaintiff, having been allowed to put in the books of the Yik Lung, now contended that he had proved his case. It was contended that the books must show conclusively that the debt was owed, and to a certain extent this was true. But this did not prevent the defendant from contesting the items or explaining them to mean something they did not appear to mean. His Lordship was satisfied that if the case had been heard *ex parte* judgment would have been given for the plaintiff. The books then shifted on to the defendant, who merely challenged the accuracy of the books, and hoped to win on that. If his Lordship had not been satisfied that the books were accurate the defendant would have succeeded. He knew Chinese very often trusted to their memory, but in such cases they must take the consequence when they cited Court. Plaintiff would have judgment for that part of the claim that did not come within the Statute of Limitations and costs. In view of the attitude of the defendant throughout the case his Lordship did not propose to allow him such small costs as he might have been entitled to in respect of the part of the judgment on which he had been successful.

Mr. P. M. W. Slade, instructed by Mr. C. E. H. Pott (of Messrs. Bruton & Pott), appeared for appellant, and respondent was represented by Mr. Eldon Potter, instructed by Mr. P. M. Hedges (of Messrs. Evans & Harston).

Mr. Slade said this matter came before the Court originally in perhaps a somewhat unusual manner. It was an ordinary action by the representative of a deceased partner in a firm for the amount of money which the deceased man had in the firm at the time of his death. Accounts were ordered, an inquiry was held before the Registrar and the Registrar certified that the value of the assets of the deceased at the time of his death was \$10,000 at least. On that certificate the plaintiff applied in Chambers for judgment.

There was always a jurisdiction to review an order made under this section on substantial grounds.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that Mr. S. HIROI has This Day assumed charge of the Company's business at this Port, vice Mr. TADAICHI ARIMA, transferred to Kobe.

Hongkong, 14th September 1910. [1051]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA."

Capt. Ristorilli, will be despatched for the above Ports, TO-DAY, the 13th inst., at 8 A.M.

For Freight or Passage, apply to

P. THOMAS,

Agent.

Hongkong, 13th September, 1910. [2]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Captain Raicich, will leave for the above places on SUNDAY, the 13th inst., a.m. This Steamer has capital accommodation for passengers. Electric lights, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Princes' Building.

Hongkong, 13th September, 1910. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 14th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co., LTD.

General Managers.

Hongkong, 12th September, 1910. [14]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers on SATURDAY, the 24th September, at 11.15 A.M. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th September, 1910, both days inclusive.

JARDINE, MATTHESON & Co., LTD.

General Managers.

Hongkong, 12th September, 1910. [1053]

FOR SALE.

TWO SPORTING DOGS, Pointers (Dog and Bitch), well trained. **TEITAL LOAN** of Animals to Intending Purchasers.

Price: \$350. For Further Particulars, please apply to —

Sgt. MADEIRA, Guia Fort, Macao.

Macao, 12th September, 1910. [1054]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Korea.

The Volunteer Reserve. American Statesman's Visit to the Philippines.

Labour Trouble in Europe.

Yan Shih Kai. Chinese Representation in Hongkong Government.

England and America.

Random Reflections.

Hongkong News.

John Grant Again.

Disregarding the Rule of the Road.

Rescues by a German Steamer.

Accident to s.s. "Haliphong."

Sacrifice.

Warwick Major's Comedy Co.

Correspondence:

Game Shooting.

H.M.S. "Bedford" Disaster.

The Failure of the Electric Light at the Theatre.

With Dog and Gun in the New Territory.

Kuiliang Summer Resort.

Canton-Hankow Railways.

Kulangsu (Amoy) Municipal Council Supreme Court.

Distinguished American Visitor to H'kong.

The Zorastrian Club.

Company Meetings:

Hongkong Hotel Company.

Ferry Services in Hongkong Harbour.

The Annexation of Korea.

Disastrous Fire in Hongkong.

Death of Mrs. Bellamy Brown.

Death of Mr. F. E. Grant of Shanghai.

Hongkong Scouts Corps.

Chinese Police Force.

Gold Mining in the Philippines.

The "Bedford."

Steam Navigation on the Upper Yangtze.

Death of Dr. Churchill, of Swatow.

Inter-port Swimming Carnival.

Parcels via Siberia.

The Railway.

Company Report:

The China Light and Power Co., Ltd.

The Hongkong Hotel Co., Ltd.

Shriff Due to Death.

Fishin' Junks Capized.

Railway Progress in the Canton District.

The Registration of Chinese Partnerships.

A Fire at Hankow.

Retirement of a Shanghai Merchant.

Local Sport.

Shipping Notes.

Boys' Own Club Aquatic Fete.

Far Eastern Telegrams.

The Chinese Queen Doomed.

The Annexation of Korea.

The Straits Shipping Bill.

Reviews.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to address a cent, including postage 34 cents each.

\$1 Cash for three copies.

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Hongkong, 13th September, 1910.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company's business at this Port, vice Mr. TADAICHI ARIMA, transferred to Kobe.

Hongkong, 14th September 1910. [1051]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

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Hongkong, 13th September, 1910. [2]

THE Company's Steamship

"TARAS."

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No Fire Insurance will be effected.

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General Managers.

Hongkong, 12th September, 1910. [14]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Cordovan" and "Dordogne" from Bordeaux ex ss. "Leroy Lallier" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at the risks into the hazardous and/or extra hazardous Goods of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 19th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 20th inst., or they will not be recognized.

All damaged packages will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 13th September, 1910. [2]

HONGKONG

NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.



BEWARE OF
UNPAID FOR
THE SAME TODAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

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WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. [545]

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SUPREME COURT.

(Continued from Page 3.)

Mr. Slade—Supposing the question of construction of treaty is properly one for the Court, which it can very seldom be, then it is an enormous advantage to the Court to have the two views put forward. The Court desires to be assisted in coming to a sound judgment on any question before it, and where the treaty is properly before it, it is necessary to hear the points *pro et con*, put before it. Otherwise the Court would have only one view of the treaty imposed upon it.

The Chief Justice—That is put forward by the Law Officer of the Crown. It is the Government view which can only be put before the Court.

Mr. Slade—As a general rule the interpretation of the treaty is not for the Court. As a general rule the powers of the Court are not conferred by the treaty.

His Lordship—The foreign Government asked the English Government to act. From the moment the foreign Government sent in its requisition it had nothing whatever to do with it.

Mr. Slade said the same argument might be used with regard to a private prosecutor in an ordinary criminal case. The moment he laid his information before the magistrate requesting the powers of the law set in motion then the rights of the public prosecutor would cease; from that moment he would have no right to take any further part in the proceedings. But that was not so. He was entitled to appear and prosecute the criminal case in the name of the King against the defendant. If the theory that a request to the English Government to act would oust the right of a foreign Government to appear, the same principle would oust the right of a private prosecutor to act.

His Lordship said the right of an individual to prosecute was lost in the mazes of antiquity. In the Colony he came from, Mauritius, there was a public prosecutor. He took control of a suit, and the private prosecutor dropped out altogether.

Mr. Potter—And the Attorney-General in England has the right to take a prosecution out of any man's hands at any moment.

His Lordship—The story of private prosecution in England, I believe, is absolutely lost.

Mr. Slade said it started before the day when the idea of the King's peace existed. The King's peace was just beginning to come into being in the reign of Henry II. This was an offence against the peace of a foreign Government; therefore that foreign Government was interested in seeing that the proper remedy was applied. Extradition proceedings were looked upon just in the same light as an ordinary criminal proceeding at home. It is to be considered a matter against the peace of the King, and in that case the person wronged has a right to be represented unless the Attorney-General says no.

His Lordship said the proceedings took place in a foreign country where the law had been violated, and the man escaped, whereupon artificial proceedings were initiated. The Secretary of State put English officials in motion, and it was for the English Court to see what it could do. There were two treaties, in which the question had been definitely decided: they were between Spain and Switzerland.

Mr. Slade submitted that the Swiss Treaty, being one of the most modern, had that clause inserted possibly to meet difficulties which his Lordship described as diplomatic difficulties, so as to secure that counsel representing the foreign Government should be one of the Law Officers of the Crown.

His Lordship—He does not represent the foreign Government; he represents the British Government.

Mr. Slade—The words of the treaty say, "the Swiss Government shall be represented by a Law Officer of the Crown."

His Lordship—To be strictly constitutional,

as the Full Court in the last case allowed the Chinese Government to appear, of course I must follow to that extent, but as there has been no decision on the point I shall give a decision.

The Attorney-General—The Crown is anxious to have an authoritative decision on this point.

His Lordship—I think it would be wise that I should give one, but in this case I will follow on the decision of the Full Court in allowing the Chinese Government to appear. I cannot do otherwise. When I came here the Chinese Government took charge and the English Government dropped out altogether.

Mr. Slade—So they have from time immemorial.

His Lordship said the opinion had been advanced that it was too much trouble for the English Government.

Mr. Slade—The Chinese Government prosecuted this man before the Police Magistrate, whose decision is challenged, and *habeas corpus* has been taken. They say we put forward the evidence, that we are the responsible parties, and we want to defend the magistrate's action.

His Lordship—My opinion is that the Chinese Government can watch, no more.

Mr. Potter said he wished to take the objection that these were not extradition proceedings at all. The proceedings before the magistrate were extradition proceedings, but this was an application to the Court to make absolute a *rule nisi*. It was simply an application made by a person in the exercise of his Common Law right, a person who said he was unlawfully imprisoned. This was not a right conferred by the Extradition Ordinance. This man had been committed, and the extradition proceedings were finished. The Chinese Government, or the Crown had induced the magistrate to say that this man was to be sent back to China for trial, but now he came forward and claimed his Common Law right.

What the Chinese Government said was this:

You may be claiming your Common Law right,

but we are going to appear in an English Court to say you are not entitled to this Common Law right. That, on the face of it, was absurd. They could not contend successfully that these proceedings were extradition proceedings.

His Lordship—I cannot follow you there.

Mr. Potter said these proceedings might be the result of extradition proceedings, but they were not extradition proceedings. If they were they would have to be proceedings before a police magistrate. Extradition was the child of treaties; it was the result of mutual treaties, and the power which was given to the Chinese Government by the treaty made with China was to apply by requisition. They could do nothing as of right. The sections of our Ordinance made that abundantly clear. In spite of the magistrate's decision, and in spite of his Lordship's refusing to rule, the Governor could intervene and say there was to be no extradition.

His Lordship—Only on definite grounds.

Mr. Potter—It is quite clear.

His Lordship—In ordinary cases the application to surrender is absolute.

Mr. Potter said there were cases at home, and cases here, in which, although a man had been committed by the magistrate, the Governor when petitioned had released the man. There was a case of that sort here only six months ago.

The Attorney-General understood that had been the case in instance where the Governor had had some doubt as to whether the man was not being required for political purposes, although he was satisfied that the man was guilty of committing the crime of which he was accused.

Mr. Potter said the suggestion of the Attorney-General was rather weak, because he was one of the defences which might have been raised before the magistrate. The Chinese Government were claiming to come here as of right, and to put their case before his Lordship.

It was absolutely clear from the Ordinance that they had no right to ask for the surrender of this man.

His Lordship said he would allow the Chinese Government to be represented on account of the previous decision of the Full Court, but he would deliver a written judgment on the point later.

Mr. Potter—What I am anxious to do is to prevent the Chinese Government appearing now. The Full Court was very careful to say it did not overrule your Lordship's judgment, therefore that judgment stands.

His Lordship—they overruled it to the extent of hearing the Chinese Government.

The Attorney-General—On precedents put before it in this Colony.

Mr. Potter said the Full Court was not strong in its attitude, because it allowed Sir Henry Berkeley to appear for the Chinese Government, and they afterwards decided that they had no power to order that Government to pay costs.

The Chinese Government could not have it all their own way, and it was obvious that the Full Court did not in any way intend to overrule his Lordship's decision. Proceeding, Mr. Potter said the first point he wished to raise was that no *prima facie* case was made out before the magistrate. Not only was a probable case not made out, but there was not a jot or tittle of evidence against the defendant at all. Why he was committed Counsel did not know. The prisoner was a compatriot on board a Japanese vessel, and on a certain night while the vessel was at Shanghai it was suggested that the compatriots went to a godown, in which godown a child was looked up. He said to the child, "the steamer is ready, come on board," and an old man, an old woman, the compatriote and the child went on board. That was the evidence alleged against the compatriote, and the only witness was a child of thirteen years. His Lordship had to consider the story of that child, which was one of the most remarkable ever told.

His Lordship—These you get beyond my powers if the magistrate chose to believe the story of the child.

Mr. Potter—Your Lordship has to take the story of the child and the accused, and say if there was a probable case made out. I don't know whether your Lordship wishes me to read the evidence?

His Lordship—I am so much against you that I should give one, but in this case I will follow on the decision of the Full Court in allowing the Chinese Government to appear. I cannot do otherwise. When I came here the Chinese Government took charge and the English Government dropped out altogether.

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Moderate S.E. winds may be expected over

the Formosa Channel and the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood S.E. winds, moderate fair.

Formosa Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Lamakoo Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.

High pressure covers the Pacific between the Bonins and Formosa.

His Lordship did not wish to hear Mr. Slade.

He said he would read through the depositions, and if he wanted further information he would inform Counsel.

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THE CHINESE AND ANGEL ISLAND.

THE QUARANTINE EXAMINATION AT SAN FRANCISCO.

The San Francisco Chronicle says—There is no sound reason for objecting to present plans of examination. For a great many years Chinese steerage passengers were detained pending examination in the rotten old detention sheds on the Pacific Mail dock. Our humanitarian friends made a great outcry about those detention sheds, alleging that they were unfit places of confinement for human beings, which was true. But the Chinese themselves made no complaint, for the old sheds were most convenient to break out from time to time. Now the Government has provided excellent and sanitary accommodations for them at Angel Island. The new station is comparable to the immigrant station at New York, also on an island of some distance from the city, and the excellence of the arrangements of which is world renowned. In neither case is the station specially for Asiatics. It is for the accommodation of immigrants of all nationalities until their right to enter the country is ascertained. But the Chinese vigorously object to it because it cannot be broken out of, and because the facilities are lacking which have been so long enjoyed for concocting perjury to account for the admission of those not entitled to enter. The alleged difficulty of getting witnesses to Angel Island is nonsense. There is a Government tug to take them over and return them, and no Chinese entitled to enter will have any serious trouble in getting witnesses who know him. It is doubtless embarrassing for a Chinese who desires to "swear in" a newly arrived countryman to be unable to pick him out when he gets to Angel Island. There was no trouble of that kind at the detention sheds. All arrangements could be made out of the windows. Whatever restrictions are thrown around the admission of Chinese are the result of the continuous fraud and perjury which has been perpetrated in the interests of the Chinese for a quarter of a century. In spite of all precautions, the illegal importation of coolies goes on all the time on the northern and southern borders. It is intended to prevent if at this port if possible. There is no effort and no disposition to prevent the entrance of Chinese who are entitled to enter, but there is a fixed determination to keep out all others. While our commercial bodies were passing resolutions in favour of restoring the opportunities for fraud at this port, the Secret Service men were arresting a Chinese for conspiring to admit his countrymen by wholesale. If the Chinese merchants of Canton choose to boycott American goods or our exclusion laws are enforced, they are within their rights. But they will not prevent the enforcement of American laws or help the sale of Chinese products in the United States.

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COLEMAN'S WINCAERNIS, THE GREATEST TONIC IN THE WORLD.

FASHIONS AND FANCIES.

THE HOBBY SKIRT.

Is it to be or not to be? Authorities differ. New York declares for it, which is strange, for the American ladies' figure is as little adapted to ultra-tightness as the Dutch. The probabilities are that they will not accept this decree, for no one dresses in better taste than the women of the States. They know what is suitable and they abide by it. To stagger along the streets with a bandage at the back of their ankles would be contrary to all their canons of good taste. They are sweetly reasonable, to judge from the visitors to London, who come across the herring pond in their thousands every year. Town is full of them now, on their way through for the liners that are to take them back again. Their travelling costumes are models of what such things should be. Well-cut, well-made, well put on, well-brushed, what more could be desired? Their hats follow suit in absolute correctness, and their shoes are equally unimpeachable. Naturally enough, the American gentlewoman enjoys a reputation on the Continent as much better dressed than our own countrywomen of similar class. Is it likely that they will ruin this reputation by adopting the hobby skirt?

WHAT LADIES TALKS SAY.

That draped skirts are to supersede the skimped, tied-in ones, is the dictum of one of the most distinguished "hierarchs of cloth," a title bestowed by Carlyle in his "Sartor Resartus." But, added this member of the Cabinet of Clothes, "skirts will be narrower than they have been for a long time up to this present development of the extreme fashion. They will be draped, it is true, but in such a manner as to show no divergence from the straight, natural fall of the folds. But no tying-in! There will be none of that in our autumn models." This is good news. Let New York enjoy its hobbled frocks. Paris and London will have none of them.

THE COMING SKIRT.

The width of the coming skirt is to be from a yard and a half to two yards. It will be unsuitable for tennis, but may be danced in. The petticoat has been dispensed with long ago by the smart dresser, and the frill round is almost a forgotten sight and sound. The logical development of all this would be corduroy trousers, were it not for the principle of reaction that rules in matters of dress as in some other things. Last year the normal skirt of the well-dressed woman measured from three and a half to four yards round. The year before that we often had a hem of seven yards round, especially in light materials. This rapid reduction can now go no further without the division that points to trousers. Should that arrive, women will gain in freedom of movement, and will lose many things. The enumeration of them would fill a whole page of Thursday's *Globe*!

THE STRING OF PEARLS.

The pearl has had a vogue beyond the common during the last ten years, and the recent mourning has given a further stimulus to its popularity. With a toilette that is entirely black the effect of a string of pearls was found to be quite remarkable. These exquisite things have such a beautiful colour, almost a positive tint as compared with white, that negation of colour, that with a background of intense black the pearl emerges with an importance not always realised by the wearer, but appreciated at once by the spectator. It is certain that pearls will be worn even more

than ever during the next few years. The ladies of Paris have been devising new modes of enhancing their charm when seen with evening dress. It has become almost "unsmart" to wear them in the ordinary manner. Even diamonds are seen in the hair, used as a band round the chignon of curls and dividing it from the arrangement which presses forward the hair upon the forehead, the temples, and the ears. Long ropes of pearls are seen, woven in and out of the folds of hair, and though the pruntress would seem to have a special right to look well in such a coiffure, her fair-haired rival can compete with her in fairly even conditions.

SOME NOVEL WAYS OF WEARING PEARLS.

A coiffure seen at a recent "marriage contract" ceremony in a great house not far from Paris, had a rope of pearls arranged in loops that formed a kind of chain, the loops rising high in the centre and surrounding the bunch of curls that rioted over the back. On the same occasion, a lady in dark blue chiffon wore a magnificent string of pearls across the décolleté of her bodice in a diagonal line, the ends fastened by diamond brooches. The top of her bodice was outlined by another row of splendid pearls. It was not unusual during the height of the Paris season to see the whole of the décolleté edged with pearls, and some of the smartest of Parisians made their "ropes" into shoulder straps, each ending in a long loop back and front. Another mode of wearing ropes of pearls was to fasten one across each shoulder by diamond brooches, leaving the rest of the "rope" to fall loosely under the arm. A celebrated dancer who is said to possess pearls valued at £30,000 has worn some of them in this fashion.

SOME CURIOUS HATS.

On the river may be seen some of the prettiest complexions, and some of the most extraordinary hats. To the bee-hive we have become accustomed, and customs have made the entomologist familiar. But a new shape exactly like that of a hatbox is surprising on first introduction. One of its manifestations is in white China silk, pleated flat and arranged in this way round the crown, which is the body of the hatbox. The rim may be in fine fancy straw or else in pleated chiffon, like the rest. A curious detail is a band of black velvet round the highest part of this remarkable hat. Another odd shape, made in fine black straw, is that of the stage Irish caubeen, and is worn at the back of the head, making an all-round frame for the face.

THE COUNTRY HOUSE VISIT.

The sergs or tweed suit for morning, and the afternoon motor ride, followed by the rest-gown, denoted at the hour of tea, leave but small occasion for the dainty afternoon frock, with its slightly trained skirt—but it has to be provided. On wet days that have to be spent at home it may be doffed, but in the present scheme of life its uses are becoming more and more infrequent. It is made sometimes of striped gauze in contrasting colours. Blue and grey are the tints of one such gown, cut in one and rather short-worn with a small section of a dark blue belt at the back. The gauze is carried up almost to the throat, the yoke being a very shallow one, extending only an inch or so below the base of the collar, which is made of lace in a large, open pattern. With the small yokes the sleeves are invariably carried down in the dress material almost to the wrists, whereas with deep yokes the dress sleeves are short, and the undersleeves long. The affinity between yoke and sleeve is preserved by all good dressmakers.

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THE NEWEST SCARF.

The scarf has returned to fashion again, after a short eclipse, and affords much exercise to the ingenuity of clever modistes in its manipulation, one of the cleverest is furnished with sleeves, and has a narrow, straight back, cut long, wide and in front, each richly embroidered and fringed. In the same colour and material as the gown, this scarf is triumphantly successful. For instance, a dress in the very soft mohair, now so fashionable, has a supplement of the kind which adds to its pleasing effect. Some women are as clever in the wearing of a scarf as the Spanish women in the firing of a fan—X. and Z. in the Globe.

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The sergs or tweed suit for morning, and the afternoon motor ride, followed by the rest-gown, denoted at the hour of tea, leave but small occasion for the dainty afternoon frock, with its slightly trained skirt—but it has to be provided. On wet days that have to be spent at home it may be doffed, but in the present scheme of life its uses are becoming more and more infrequent. It is made sometimes of striped gauze in contrasting colours. Blue and grey are the tints of one such gown, cut in one and rather short-worn with a small section of a dark blue belt at the back. The gauze is carried up almost to the throat, the yoke being a very shallow one, extending only an inch or so below the base of the collar, which is made of lace in a large, open pattern. With the small yokes the sleeves are invariably carried down in the dress material almost to the wrists, whereas with deep yokes the dress sleeves are short, and the undersleeves long. The affinity between yoke and sleeve is preserved by all good dressmakers.

THE COUNTRY HOUSE VISIT.

The width of the coming skirt is to be from a yard and a half to two yards. It will be unsuitable for tennis, but may be danced in. The petticoat has been dispensed with long ago by the smart dresser, and the frill round is almost a forgotten sight and sound. The logical development of all this would be corduroy trousers, were it not for the principle of reaction that rules in matters of dress as in some other things. Last year the normal skirt of the well-dressed woman measured from three and a half to four yards round. The year before that we often had a hem of seven yards round, especially in light materials. This rapid reduction can now go no further without the division that points to trousers. Should that arrive, women will gain in freedom of movement, and will lose many things. The enumeration of them would fill a whole page of Thursday's *Globe*!

THE STRING OF PEARLS.

The pearl has had a vogue beyond the common during the last ten years, and the recent mourning has given a further stimulus to its popularity. With a toilette that is entirely black the effect of a string of pearls was found to be quite remarkable. These exquisite things have such a beautiful colour, almost a positive tint as compared with white, that negation of colour, that with a background of intense black the pearl emerges with an importance not always realised by the wearer, but appreciated at once by the spectator. It is certain that pearls will be worn even more

BARCLAY,

PERKIN'S

FAMOUS

LONDON STOUT.

ADVERTISEMENT

ON SALE.

The

Leading Brand

in

ENGLAND.

The

best that can

be obtained.

SOLD

EVERWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.

1037

CHUNG NGOI SAN PO

(Chinese Daily Press),

PUBLISHED DAILY,

IS THE OLDEST AND STILL IMMENSELY THE BEST

ADVERTISING MEDIUM AMONG THE

NATIVE COMMUNITY.

ESTABLISHED FOR OVER FIFTY YEARS

CIRCULATES LARGELY THROUGHOUT SOUTHERN CHINA

LUDUO-CHINA, ETC.

TERMS FOR ADVERTISING (TRANSLATION FREE) CAN BE OBTAINED AT THE OFFICE, 10A, DES VERSOIS ROAD, CENTRAL, HONGKONG, 131, FLEET STREET, LONDON, OR IN ALL DISTRICTS DURING AUGUST, 1910. CONSTANT SUPPLY IN ALL DISTRICTS DURING AUGUST, 1910.

KOWLOON WATER WORKS.

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KOWLOON WATER WORKS.

CHUNG NGOI SAN PO

(Chinese Daily Press),

PUBLISHED DAILY,

SHIPPING.

ARRIVALS.

CHENAN, British str., 1,350, Lloyd Jones, 11th September—Shanghai 8th Sept., General Butterfield & Swire.

GERMANIA, German str., 12th Sept.—Canton.

LAISANG, British str., 2,225, E. J. Taid, 12th September—Singapore 6th Sept., General Jardine, Matheson & Co.

LOONGSANG, British str., 1,075, F. Wheeler, 12th September—Manila 9th Sept., Hemp Jardine, Matheson & Co.

MIYAZAKI MARU, Japanese str., 5,270, T. Murai, 12th Sept.—Shanghai 9th Sept., General Nippon Yusen Kaisha.

SEANG BRE, British str., 3,784, J. Travis, 12th Sept.—Rangoon via Straits ports 28th Aug.—General—Seang Tai Hong.

TJUW WONG, Dutch str., 3,051, Lap, 12th Sept.—Patavia 12th August, General—Java-China Japan Line.

TOUAFIA, French str., 781, E. de Catalano, 12th September—Haiphong 9th Sept., General Marquis Maritime.

VILLE DE LA CIOTAT, French str., 2,557, Barillon, 12th Sept.—Shanghai 9th September, General—Messageries Maritimes.

YARNA, French str., 4,225, Ristorcelli, 12th Sept.—Marseille 14th Aug., Mails and General—Messageries Maritimes.

ZAFIRO, British str., 1,618, A. Fraser, 12th Sept.—Manila 10th September, Hemp Shawan, Tones & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 12th September.

Capri, Italian str., for Singapore.

Hoiyang, British str., for Swatow.

Hanoi, French str., for Hanoi.

Johanno, German str., for Swatow.

Saint Patrick, British str., for New York.

Ville de la Ciotat, French str., for Europe, &c.

Yarra, French str., for Shanghai.

Yeddo, Swedish str., for Singapore.

DEPARTURES.

12th September.

CHENAN, British str., for Canton.

CHILDOV, Norwegian str., for Bangkok.

EASTERN, British str., for Shanghai.

KAIFU MARU, Japanese str., for Moji.

PROMETHEUS, British str., for Singapore.

SUMA, Japanese cruiser, for Swatow.

SHIPPING REPORTS.

The British str. *Szony Boc* reports: Fine weather throughout.

The British str. *Zafiro* reports: Light variable winds, fine weather, S.W. swell throughout passage.

The British str. *Laisang* reports: Mod. to fresh monsoon, dull and overcast with frequent rain squalls.

VESSELS IN DOCK.

September 12th.

TAIKOO DOCK.—
Union at No. 2 Slip.
Brunonian at Seawall.
Demeter at Seawall.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Mongolia* is due to arrive at Hongkong to-day.

The T.K.K. str. *Tenyo Maru* is due to arrive at this port to-morrow between 8 and 10 a.m.

The T.K.K. str. *Nippon Maru*, sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

The str. *Korea* sailed from Yokohama 10th instant on route to Hongkong, and is due to arrive at this port on the 23rd inst.

THE ENGLISH MAIL.

The P. & O. Co.'s str. *Delhi* left Singapore for this port on the 9th inst. at 4 p.m. with the outward English Mails, and is due here to-morrow at about 7 a.m.

THE AUSTRALIAN MAIL.
The E. & A. str. *Alderman* left Sydney on the 31st ultime for Queensland Port, Manila and this port.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

THE MERCHANT STEAMERS.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th ult., and is expected to arrive here to-day.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 9th instant, and expected here to-morrow.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Mogul Line str. *Pathan* left Singapore on the 10th instant, and is due at this port on or about the 16th inst.

The O.S.K. str. *Scatic Maru* left Tacoma, Wash., for this port on the 20th ultime, and is expected to arrive here on or about the 27th instant.

PASSENGERS ARRIVED.

Per *Loongyang*, from Manila, Miss Kerr.

Per *Zafiro*, from Manila, Mr. and Mrs. A. Wetherell, Mr. and Mrs. F. Pixley, Misses Kee and Davidson, Messrs. F. Crone, A. Temperton, H. Nicoll and A. Ross.

Per *Ville de la Ciotat*, from Hongkong, via Yokohama, Mr. Chevalin, from Shanghai, Mr. Z. H. Little, Mr. and Mrs. du Maizier, Mr. A. W. England, Mr. W. Gran and Sonnen Mayer.

Per *Yarva*, from Hongkong, from Marseille, Miss Valette and infant, Mr. G. Manera from Singapore, Mr. Hossler, Mr. J. V. Mr. Gordon, Mr. and Mrs. Connor and Mr. Cooley, from Seiglo, Mr. Witkamp, Mr. Crum Ewing, Mr. and Mrs. Gillies and family, Mr. and Mrs. Crooks, Messrs. Manuel Lopez, Harris, Jessie, Peck Cheevo, Misses Mann and Grapine.

Per *Miyazaki Maru*, from Japan, Mr. Garrott, Mr. Bird, Dr. and Mrs. Macdonald, Miss McLean, Mrs. Stone, Mr. and Mrs. Leyden, Mr. Binbeck, Mr. Tanner, Mr. and Mrs. Ahwee, Lieut. Henriques, Lieut. Byrne, Miss Mitchell and infant, Mr. and Mrs. Hiroi, Mr. Morrison, Mr. and Miss Mancell, Mr. Sutherland, Mr. and Mrs. B. G. Eye and 4 children.

Mr. and Mrs. Brown and child, Miss S. M. See, Mr. S. S. See, Mr. C. H. See, Mr. K. Uyematsu, Mr. A. Isumaru, Mr. M. P. Kwan and Mr. K. Sayoo.

DEPARTED.

Per *Babi*, for Manila, Mr. F. E. Mayhew, Mr. J. D. Munro, Col. and Mrs. W. G. Rivers, Mr. A. G. Gordon, Mr. J. Finlays, Mr. J. H. Kitton, Mr. S. B. Price and Mr. Penn.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.
& SEATTLE

VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGuire	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec.
"EMPEROR OF INDIA" SAT., 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.
"EMPEROR OF JAPAN" SAT., 8th Oct. "EMPEROR OF IRELAND" FRIDAY, 4th Nov.
"EMPEROR OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov. From St. John, N.B.
"EMPEROR OF INDIA" SAT., 19th Nov. "EMPEROR OF BRITAIN" FRIDAY, 16th Dec.
"EMPEROR OF JAPAN" SAT., 17th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Emperor" Steamships leave HONGKONG at 6 P.M.
"Montagle" at 12 Noon.

From Quebec.
"EMPEROR OF INDIA" SAT., 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.
"EMPEROR OF JAPAN" SAT., 8th Oct. "EMPEROR OF IRELAND" FRIDAY, 4th Nov.
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"EMPEROR OF JAPAN" SAT., 17th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

* Fitted with wireless Telegraphy New System of Telefunken.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	Capt. Historcelli
MARSEILLES VIA PORTS	"V. DE LA CIOTAT"	Capt. Berthier
SHANGHAI, KOBE & YOKOHAMA	"OCEANIEN"	Capt. Seller
MARSEILLES, VIA PORTS	"TOURANE"	Capt. Lancelin

Trainship on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. THOMAS, AGENT,
Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TONS

TO SAIL

YOKOHAMA & KOBE ... "GOBLIN" 6,750 About

Capt. H. RABEGER

NAPLES, GENOA, ALGIERS, "BUELLOW" 16,900 Thursday, 21st

Capt. H. FORMES

GIBRALTAR, SOUTHAMPTON, "ANTWERP & BREMEN" 16,000 Sept., at NOON.

SHANGHAI, NAGASAKI, KOBE "PRINZ EITEL FRIEDRICH" About

Capt. E. MALCHOW, 16,000 21st Sept.

KUDAT and SANDAKAN ... "BORNEO" 5,050 End of September

Capt. F. SEMBIL

* Fitted with wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 8th September, 1910.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9:30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DELHI Capt. G. W. Gordon, E.N.E. } About 15th Sept.	{ Freight and Passage. }	
LONDON VIA USUAL PORTS	{ DELTA Capt. B. W. H. Snow } Noon, 17th Sept.	{ See Special Advertisement. }	
LONDON and ANTWERP	VIA SINGAPORE PENANG CANDIA ANG COLOMBO PORT	About 21st Sept.	{ Freight only. }
SHANGHAI MOJI, KOBE PALAWAN	Capt. C. R. Longden, E.N.E. } About 22nd Sept.	{ Freight and Passage. }	
LONDON and ANTWERP	SYRIA Capt. D. C. Gregor, E.N.E. } About 5th Oct.	{ Freight and Passage. }	
For Further Particulars, apply to E. HEWETT, Superintendent Hongkong, 13th September, 1910.			

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"TEAN"	On 13th Sept., 4 P.M.	
CHEFOO & NEWCHWANG	"PAOTING"	On 14th Sept., 4 P.M.	
SHANGHAI	"CHEAN"	On 15th Sept., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"LIMAN"	On 18th Sept., Daylight.	
DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SAN UL".			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State rooms and Dining Saloon.

SHANGHAI LINE EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENHUA," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State rooms and Dining Saloon, leaving Hongkong for Shanghai, direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 12th September, 1910.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST CLASS, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SAWTOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

LEAVING.

STEAMERS	CAPTAIN	TUESDAY, 13th Sept., at 10 A.M.	FRIDAY, 16th Sept., at 10 A.M.	TUESDAY, 20th Sept., at 10 A.M.
"HAIYANG" Capt. A. E. H. Diggin				
"HAICHING" Capt. W. C. Passmore				
"HAITAN" Capt. J. W. Evans				

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" Capt. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. Hongkong, 12th September, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVEE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to MELCHERS & CO., AGENTS. Hongkong, 5th September, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL.

* SHANGHAI VIA SWATOW & NINGPO "HANGSANG" ... Wedday, 14th Sept., Noon.

* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" ... Wedday, 14th Sept., Noon.

* MANILA "LOONGSANG" Friday, 16th Sept., 4 P.M.

* TIENSIN "CHEONOSHING" Saturday, 17th Sept., Noon.

* SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 20th Sept., Noon.

* MANILA "YUENSANG" Friday, 23rd Sept., 4 P.M.

* SHANGHAI, KOBE & MOJI "KUTSANG" ... Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sal. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., Hongkong, 13th September, 1910.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATES
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	E. Hodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to STEWART, TOMES & CO., General Managers, Hongkong, 5th September, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	HOMeward.
S.S. C. FERD. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SILESIA	4th Nov.
S.S. EUSVIA	16th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

1910,
S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 ... Dec. 21st, at Noon.

S.S. KIYO MARU ... 17,200 ... About Mid. Feb., 1911.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

43

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG and PORT SAID	9,000	WED'DAY, 14th Sept., at 14th Sept., at 14th
KITANO MARU	9,000	WED'DAY, 28th Sept., at Daylight
IYO MARU	7,000	WED'DAY, 12th Oct., at Daylight

S KAMAKURA MARU	SATURDAY, 8th Oct., from KOBE
Capt. J. Nagai	7,000

AWA MARU

Capt. S. Ishikawa, 7,000 TUESDAY, 13th Sept., at 4 P.M.

INABA MARU

Capt. K. Kawara, 7,000 TUESDAY, 11th Oct., at Noon.

YAWATA MARU

Capt. T. Sekine, 5,000 FRIDAY, 30th Sept., at Noon.

NIKKO MARU

Capt. M. Yagi, 6,000 FRIDAY, 28th Oct., at Noon.

CEYLON MARU

Capt. Fred. Payne, 6,000 WED'DAY, 14th September.

HIRANO MARU

Capt. H. Fraser, 7,000 THURSDAY, 15th Sept., at 5 P.M.

OSAKA MARU

